

Australia being the acknowledged home of

"Yarn," in which imagination frequently runs riot over veracity, it is a mysterious reputation in the title role wares about some special talent. Playgoers, too, have not forgotten the "Yarn" of the late John W. Johnston, Dorje's "Sherlock Holmes," which was produced here eight or nine years ago, and so-called a packed house. The new play has an encouraging reception to the initial performance of "The Pickled Band," which is another stage setting for the opening of the first act a coroner's case has been empowered to inquire into the cause of the death of a sister who had been living at Stoke Newington under the guardianship of their stepfather, Dr. Ryleyot, a retired Anglican minister, and his wife, Mrs. Ryleyot, a widow, with a Hindu as his close personal attendant. He is a man of eccentric habits and violent temper.

The village as to his statement of his stepdaughters, whose taking

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respond as it should. The doctor had to thrust him into his hiding place and drag it forth, revealing this blunder on the part of "Billy" and his "band," and which, in the end, was a grand finale. The scene was of a most dramatic character, and the audience pulsated with subdued excitement.

The final scene of the second act depicted the famous amateur criminal in his lair, where he awaits the coming of his "partners" or meets them as they come to her aid. Unfortunately, he has been seen by her husband in London. Holmes, guessing from the description of the "astute 'Billy,'" the past visitor to the room, is called in. The intruder is admitted to the room. The interview, which is quite reminiscent of the detection scene in "Sherlock Holmes" furnished another dramatic incident, which compelled the audience to gasp with amazement. The assassin's confession, however, insists upon knowing whether

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methodical search, the detective finds that there is a ventilator over Emdin's bed, which apparently is closed. He opens it, but, instead of turning down the lights, he and his companions await developments. The door opens and a man in a tuxedo, who had been waiting once more, the ventilator opens, and by the light of a dark lantern a cobra is seen. The movement of the detective scares it, and it strikes into the apartment, where the cobra strikes and kills Emdin. The cobra is killed by a scream, rushes into Emdin's room with its coils clinging to him. The cobra is then dispatched by Watson, and the scene, which is full of vivid colour and animation, brings the picture to a close.

The picture of Miss Dorothy Dix is unfortunate in two respects. In the first place, in the role she played, Miss Dix had the advantage of an appropriate attire; and in the second, the character of the role was such as to require a convincing test of dramatic power. It is true that in Emdin's room, the cobra was a very effective element of the picture, particularly in the last act. Miss Dix

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the brace, the coroper, and Mr. George Chalmers as the "sport," who seeks the aid of the "coroper" to get the "sport" to do creditable work. Upon the termination of the play, the principals were recalled several times, and Mr. W. was loudly complimented. The scenery of Mr. Leslie Board was effective. Mr. Wybert Stamford, upon whose direction the play was written, was well qualified to realize for the efficiency of his supervision. There will be a special performance of "The Pickled and" this afternoon.

NEW MUSIC.

Messrs. Chappell and Co. of London, forward new songs, "Margaret," by Dorothy Webster, is a simple, sweet and refreshing melody, "The Rose Tree," by Rosephine Phillips, is a vivacious, dainty, and refined number which would make a good contrast to the "Margaret." The "Rose Tree," by Chapman, of George Street, publish the "Kiss of the Kiss," by Rolfe. This is a more original than the average ballad.

STATE LINE QUARRY.

TARRE, Saturday.—About an acre of limestone-bearing ground on the State line quarry. There has been mined up, and the Minister for Public Works obtained a report to the effect that every ton of limestone selected for the State contains an immense quantity of the highest quality of limestone. The first kiln is well on its way to completion, and should be ready for trial in about three weeks. The Minister presided himself entirely satisfied with the progress made.

Our Quins, Bruisers, and Abominations use the Rapid Road. Price, 1/6 and 2/6 each.

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MARTELL'S

Fine Old Cognac

BRANDY

THE high reputation enjoyed by MARTELL'S BRANDY is the result of success, steady, continuous, unchecked, during a period of nearly 200 years.

The peerless Brandies of the Charente district of France, famous everywhere for their peculiarly pleasing bouquet, their subtle, aromatic taste, their generous warmth, and the richness of the higher ethers, which give them unequalled value for medicinal purposes, have been closely associated with the name and the house of MARTELL since 1715.

MARTELL'S COGNAC BRANDY is the spirit of genuine Charente wine—pure, health-protecting, unadulterated, and thoroughly matured.



Order "Martell's"—Look for the Blue and Silver Label.

FURTHER REDUCTION.

MICHELIN TYRES.

Although they are as usual

THE BEST TYRES OBTAINABLE,

MICHELIN TYRES are at present

10 TO 25 PER CENT. CHEAPER

Than other makes on the Market.

Stocked by all Leading Garages.

APPLY TO YOUR USUAL GARAGE FOR
NEW LIST ISSUED SEPTEMBER 25th.

THE EVOLUTION OF THE MOTOR



THE FIRST LONG TRIP.

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THE SOCIAL ASPECT.

MOTORING PLEASURES.

THE OWNER'S LOVE FOR HIS CAR.

Not only has the motor come to play an important part in our every-day commercial life, in country as well as city, but it has brought with it new pleasures. For it has its social side no less renowned than the business side. It has made life different. Although these pleasures are new, they are not new to the motorist.

The motor car has made it possible, as it never was before, for business men to live far out of town, at places like Cronulla, where one may have a morning drive to the motor, and on the heights of the Blue Mountains, where, no matter how hot it may be in the crowded city, one may always be sure of getting cool and bracing night. It has annihilated distance and brought these places close to us, and surely we are indebted to it for that. A trip up the mountains when the day's work is done is a pleasant run to the motorist, and one can imagine nothing more exhilarating than the run down to the city in the morning air. It has given to many a new lease of life, and has done away with the monotony of the motor car to the country air is always at hand to the motorist. It has sent land values up, not only on the mountains, where many of our city people now have homes, but also in many other districts that used to be considered too far away for it to live.

This is but one aspect of the matter, but it is a very important one when estimating the value of the motor car to the community. There is nothing quite so good as good health. Given decent roads, there is nothing more enjoyable than a good run in a car. And as we find many people building mountain homes for the sake of the drive to and fro. Some live there all the time; others only on the weekends. Many of them give motoring parties, and not infrequently one will find one or other of these delightful mountain homes the residence of a score of cars. And apart from this, every hotel on the mountains is a motorist's home. Few things have been more remarkable than the strides the motor industry has made in our midst of late years, and every year it grows ever year more striking evidence to the fact of its progress.

There was a time not long since when the motor car was a novelty, and the motorist was a curiosity. Now, however, it is a commonplace, and the motorist is a familiar figure. The motor car has become a part of our life, and the motorist a part of our community.

A SHIP OF COMMERCE.

The Automobile Club of Australia, which has its rooms in Chalmers House, has done much for the motorist in Australia since it was formed in 1905. It has done much to promote a spirit of comradeship among motorists, and the work of holding the present motor exhibition was one that at once commended itself to all interested in the industry. Like the annual motor show at Olympia, London, it is held under the auspices of the Australian Automobile Association, New York, and the Paris exhibition, where all the principal makers of cars have an opportunity of displaying their wares, and the motorist has a chance of comparing the different types, and the latest models, this exhibition is calculated to do a great deal for the industry. It will do good also in bringing motorists together. Like the motor show at Olympia, London, it is a place where the motorist can see the latest models, and the motorist can see the latest models, and the motorist can see the latest models.

Car owners have their occasional "meat" and "runs," and though they are mostly for the fun of the thing for social intercourse, there is no getting away from their standing characteristics about a motor man: nothing will shake his belief in his own car, and he will bring his fighting to the end of a true sportsman. He will stick to his old car through thick and thin, championing its cause against all comers, until the day comes when a persuasive agent takes him into buying a new one. He may engage in a race, and he will himself hopelessly outpaced, but he will not let himself be out of the race, and he will not let himself be out of the race, and he will not let himself be out of the race.

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THE MOTOR FIRE ENGINE.

SUPERIORITY TO STEAM.

About eight years ago the New South Wales Fire Brigade tried an experiment. At the time big fire engines all over the world were still drawn by horses, and worked, as far as the pumping was concerned, by steam, and the motor fire engine was in its infancy. The New South Wales Fire Brigade ordered one, however, and the experiment was so successful that there are now five motor fire engines in commission, while two more are to be delivered in November, one for Sydney, and one for Newcastle.

The advantages of the motor-driven engine over the old horse-drawn machine are many. A motor engine, which can leave the miles behind it at the rate of about 40 per hour, is of value in situations where time is all important. The initial cost is greater—the price of the last was £1198, as compared with £260 for the other kind—but there is no expenditure in buying horses, feeding them, caring for them when sick, grooming and tending them, in harness or stable. A motor engine can go out a dozen times in a single evening, and be as fresh at the end of the day as at the beginning. An extra man is also saved, because the steersman can also attend to the engine on the way to the fire, and when it is reached can assume control of the pump. Moreover, there is no delay in getting up steam.

The big motor engine at the central station in Sydney has only been in commission about four months. It is an 8-10 h.p. (developing up to 40 h.p.), 4-cylinder, petrol-driven motor. As soon as the fire is reached, the power is transferred by means of a lever from the driving wheels of the car to the pump, which is a 100-gallon capacity. The rate of 300 gallons a minute. Most engines in Sydney are on the turbine principle, which enables the water to be projected at a tremendous rate of compression.

In addition to the motor engine, there is at headquarters an escape-ladder driven by electricity, and a small motor being placed in each of the two front wheels. This excellent contrivance has cost about £25 since its installation, including all repairs. Weighing as it does 65 tons, it would have required under former circumstances at least three horses to draw it, which would have cost at least £2 a week for fodder alone.

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SYDNEY'S FIRST AUTOMOBILE (1900).

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Towards 1900 the number of companies engaged in constructing cars of experimenting was so great that improvements were rapid. Every new idea was seized by all makers, and adopted or further improved. Various component parts were specialised, and each of these in turn became an industry of its own, with numerous competitors. Large steel and machine works, hitherto looking upon the industry as a "crack," with a short life, became interested, and seeing the magnitude of its possibilities laid themselves out to produce suitable materials for building cars. Cycle makers were very soon producing complete types for cars in all sizes, and although not as reliable as the present-day type, their advantages were so apparent that solid types were discarded almost entirely by 1901.

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RAPID DEVELOPMENT.

AT WAR.

ITALY AND TURKEY.

NAVAL FIGHTING.

TURKISH BOATS SUNK.

TRIPOLI SEIZED.

TROUBLE IN BALKANS.

ALBANIA ARMING.

Italy and Turkey are at war.

Italian cruisers are scouring the Turkish and Tripolitan coasts.

A naval engagement has taken place, in which a Turkish destroyer was sunk, and a Turkish troopship captured.

Italy has landed a force at Tripoli, and another 12,000 men, or more, are on the way, escorted by cruisers.

The position in the Balkans looks serious. Albania is again arming.

The Greeks are mobilising, and Turkey is strengthening her forces on the frontier.

The British Mediterranean fleet has been ordered to Malta.

THE POWERS NOTIFIED.

TURKEY'S SURPRISE.

It was officially stated yesterday that the Ottoman Government, having failed to meet the Italian ultimatum, Italy and Turkey would be in a state of war as from 2.30 o'clock, and that a blockade of Tripoli would be started immediately.

The Powers were notified, and a message later stated that the Italian forces had occupied Tripoli unopposed at 3 o'clock in the afternoon.

In reply to Italy's ultimatum, the Porte expressed surprise, and hoped that Italy would desist from executing the adventitious measure. The desire for a settlement was emphasised, and a promise given to suspend military operations during negotiations.

LONDON SURPRISED.

Italy's declaration of war caused the utmost surprise in London, where Turkey's reply to the ultimatum created a hopeful feeling.

LANDING AT TRIPOLI.

ITALIAN TROOPS FIRED ON.

CONSTANTINOPLE, Sept. 30.

The Ottoman agency publishes an urgent telegram from Tripoli, stating that the Italian troops landed at Tripoli, and that the Italian flag on the Government building, and that the newspapers shortly afterwards published a report that the Turks sank the first of two barges about to land troops.

The correspondent of the "Daily Mail" at Tripoli reports that an Italian destroyer with a white flag flying entered the port, and summoned the garrison to surrender, and that the authorities declined.

BRUSH ON THE WATER.

TURKISH TORPEDOER SUNK.

ATHENS, Sept. 30.

An official statement has been received from Vozitsa, a Greek maritime town on the south shore of the Gulf of Arta, that

GREECE MOBILISING.

CONSTANTINOPLE, Oct. 1.

It is officially stated that Greece is mobilising, and that the Porte has decided to strengthen the Turkish forces on the Greek and Montenegrin frontiers.

BALKAN OUTLOOK SERIOUS.

ALBANIA AGAIN ARMING.

The Parisian newspapers consider that hostilities in Tripoli will not develop to any great extent, owing to the inequality of the respective forces.

It is to be noted, however, that the Turkish and Italian forces are in a position to possibly have a serious effect in the Balkans.

Routier reports that Turkey intends to demand that Greece shall relinquish her claims on Crete, and that if she does not, Turkey will execute military operations on the frontier of Thessaly.

Albania is arming, and renewed trouble is threatening.

ITALIAN OPERATIONS.

TEN RESIDENTS APOLO.

ACTIVITY OF WARSHIPS.

SUSPICIOUS VESSELS SEIZED.

ROME, Oct. 1.

The Italian fleet is active in the divisions of the Mediterranean, and is preventing the Turks from tracking a long line of transports going to Tripoli.

The Italian expeditionary force comprises eight divisions of infantry, six divisions of Bersaglieri, sharpshooters, and artillery, and is taking 25,000 additional cavalry and artillery equipment.

The Italian estimates of the Turkish forces at Tripoli are 6,000 infantry, 3,000 cavalry, and a score of field guns. In addition, it is estimated that there are 15,000 Arab irregulars in the district.

The Duke of the Abruzzi is closely watching Preveza to prevent the escape of the Turkish destroyer in refuge there.

Telegrams from Tripoli state that the Italian fleet at 10.30 on the morning of hostilities opened fire on the Tripolitan forts, the Europeans being safe aboard a merchant steamer.

The cruisers Ferruccio, Varese, and Garibaldi are blocking the coast and seizing small craft, including fishing boats, suspected of spying. Some fishermen thus seized implored the Italians to release them, saying that they were ready to recognise the Italian flag.

Sovereignty of any power left in peace.

ITALY'S COMPLAINTS.

LONG SERIES OF EXCESSES.

OFFICIAL ACTS OF PIRACY.

GRAVE INDICTMENT AGAINST TURKEY.

LONDON, Sept. 30.

Information from Italian sources describes the crisis as the result of a long series of excesses and impositions upon Italians in every part of the Turkish Empire.

Italy complains of excessive duties, denials of justice, and insults. One incident related of an Italian girl having been abducted at Adana, in Asia Minor, and compelled to marry a Mohammedan.

It is further complained that the Turkish

TURKEY'S DEFENCE.

ITALY TOO AMBITIOUS.

LONDON, Sept. 30.

Turkey represents that Italy, in its attempt to realise her long-cherished ambitions since 1908, asked the Porte, vainly, to grant concessions in respect of all public works in Tripoli to Italians, which request was synonymous with the desire to establish a protectorate.

Recognising Italy's economic interests, Turkey says that the majority of the concessions in respect of public works were given to Italians, and quotes as an instance the Bank of Rome.

UNITED STATES NEUTRAL.

ANXIOUS TO KEEP CLEAR OF TROUBLE.

Vancouver, Sept. 30.

The declaration of war between Italy and Turkey, coming as it did practically without notice, created a sensation in official circles at Washington.

The situation is regarded as the natural sequence of the Franco-German-Moroccan negotiations.

The Government intends to keep clear of the struggle.

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THE ENGLISH CRICKETERS.
DEPARTURE FOR AUSTRALIA.
P. F. WARNER'S POCKET PICKED.
LONDON, Sept. 29.—The Marylebone Club's English team of cricketers left Tisbury today in the Oriento for Australia.
A huge crowd of spectators fawned them on the railway station. Amongst them were Lord Harris (Kent), Lord Hawke and Hon. F. S. Jackson (Yorkshire), Messrs. C. B. Fry (Hampshire), H. D. G. Leveson-Gower (Sussex), C. E. Green (Essex), and J. M. Mason (Kent).
The team is composed of the following: P. F. Warner (captain), J. M. Mason, C. E. Green, C. B. Fry, H. D. G. Leveson-Gower, Lord Harris, Lord Hawke, F. S. Jackson, C. E. Green, J. M. Mason, and P. F. Warner.
During the cruise at St. Pancras railway station, the team was picked up by the chief clerk of the Oriento and the party's steamer tickets.
Mr. Warner's sister-in-law also left a diamond-studded watch.

"EYES ON THE FARMER."
Their opponents had one eye, and he thought, both eyes, on the farmer, and they hoped that the farmer might be brought down by the Oriento. It would not, however, be the farmer who would be brought down, but the farmer's property. They would not, however, be the farmer who would be brought down, but the farmer's property. They would not, however, be the farmer who would be brought down, but the farmer's property.

THE REFERENCE.
After stating that there would be no delay in taking up Western Australia with the various States by a railway line, the reference to the chairman of the Federal Government was made. The reference to the chairman of the Federal Government was made. The reference to the chairman of the Federal Government was made.

INTERNATIONAL RUGBY.
AUSTRALIAN TEAM'S THIRD VICTORY.
LONDON, Sept. 29.—The Australian Rugby League team defeated Broughton Rangers at Manchester on Saturday. There was an attendance of 10,000.
C. M. Murray (forward) scored the first try for Australia. A. H. Francis (convert) converted the try. The Australian team scored a total of 10 points.

ENGLISH BILLIARDS.
LONDON, Sept. 29.—The billiard match, 18,000 up, between George Gray and W. W. Stevenson, was played at the Victoria Billiard Hall. Gray won the match 13 to 11.
Gray has now won 12 matches in a row, and has made 24 breaks of over one thousand, his highest being 2194. He has also made 10 breaks of over 1000.

FLYING TRAGEDY.
BERLIN, Sept. 29.—Captain Englehardt, an experienced aviator, fell from his aeroplane at Hohn, and succumbed to his injuries. He was killed. He was killed. He was killed.

THE WOOL SALES.
LONDON, Sept. 29.—At the wool sales this afternoon there was a good sale at full opening prices.
Prices of the clips were:—St. Helena 12 1/2, 13 1/2, 14 1/2, 15 1/2, 16 1/2, 17 1/2, 18 1/2, 19 1/2, 20 1/2, 21 1/2, 22 1/2, 23 1/2, 24 1/2, 25 1/2, 26 1/2, 27 1/2, 28 1/2, 29 1/2, 30 1/2, 31 1/2, 32 1/2, 33 1/2, 34 1/2, 35 1/2, 36 1/2, 37 1/2, 38 1/2, 39 1/2, 40 1/2, 41 1/2, 42 1/2, 43 1/2, 44 1/2, 45 1/2, 46 1/2, 47 1/2, 48 1/2, 49 1/2, 50 1/2, 51 1/2, 52 1/2, 53 1/2, 54 1/2, 55 1/2, 56 1/2, 57 1/2, 58 1/2, 59 1/2, 60 1/2, 61 1/2, 62 1/2, 63 1/2, 64 1/2, 65 1/2, 66 1/2, 67 1/2, 68 1/2, 69 1/2, 70 1/2, 71 1/2, 72 1/2, 73 1/2, 74 1/2, 75 1/2, 76 1/2, 77 1/2, 78 1/2, 79 1/2, 80 1/2, 81 1/2, 82 1/2, 83 1/2, 84 1/2, 85 1/2, 86 1/2, 87 1/2, 88 1/2, 89 1/2, 90 1/2, 91 1/2, 92 1/2, 93 1/2, 94 1/2, 95 1/2, 96 1/2, 97 1/2, 98 1/2, 99 1/2, 100 1/2, 101 1/2, 102 1/2, 103 1/2, 104 1/2, 105 1/2, 106 1/2, 107 1/2, 108 1/2, 109 1/2, 110 1/2, 111 1/2, 112 1/2, 113 1/2, 114 1/2, 115 1/2, 116 1/2, 117 1/2, 118 1/2, 119 1/2, 120 1/2, 121 1/2, 122 1/2, 123 1/2, 124 1/2, 125 1/2, 126 1/2, 127 1/2, 128 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SYDNEY'S COAL MINE.
A DEADLOCK.
THREATENED STOPPAGE OF WORK.
No fewer than 111 men were recently dismissed from the Helms coal mine. Reference is being made by the local authorities, and it is not at all clear what has really led to this important stoppage. It was stated some time ago that important developments were taking place in the mine, but it was not until recently that the mine was found to be in a state of deadlock. The coal is in the mine, and it is in a state of deadlock. The coal is in the mine, and it is in a state of deadlock.

THE ENGLISH CRICKETERS.
DEPARTURE FOR AUSTRALIA.
P. F. WARNER'S POCKET PICKED.
LONDON, Sept. 29.—The Marylebone Club's English team of cricketers left Tisbury today in the Oriento for Australia.
A huge crowd of spectators fawned them on the railway station. Amongst them were Lord Harris (Kent), Lord Hawke and Hon. F. S. Jackson (Yorkshire), Messrs. C. B. Fry (Hampshire), H. D. G. Leveson-Gower (Sussex), C. E. Green (Essex), and J. M. Mason (Kent).
The team is composed of the following: P. F. Warner (captain), J. M. Mason, C. E. Green, C. B. Fry, H. D. G. Leveson-Gower, Lord Harris, Lord Hawke, F. S. Jackson, C. E. Green, J. M. Mason, and P. F. Warner.

THE REFERENCE.
After stating that there would be no delay in taking up Western Australia with the various States by a railway line, the reference to the chairman of the Federal Government was made. The reference to the chairman of the Federal Government was made. The reference to the chairman of the Federal Government was made.

INTERNATIONAL RUGBY.
AUSTRALIAN TEAM'S THIRD VICTORY.
LONDON, Sept. 29.—The Australian Rugby League team defeated Broughton Rangers at Manchester on Saturday. There was an attendance of 10,000.
C. M. Murray (forward) scored the first try for Australia. A. H. Francis (convert) converted the try. The Australian team scored a total of 10 points.

ENGLISH BILLIARDS.
LONDON, Sept. 29.—The billiard match, 18,000 up, between George Gray and W. W. Stevenson, was played at the Victoria Billiard Hall. Gray won the match 13 to 11.
Gray has now won 12 matches in a row, and has made 24 breaks of over one thousand, his highest being 2194. He has also made 10 breaks of over 1000.

FLYING TRAGEDY.
BERLIN, Sept. 29.—Captain Englehardt, an experienced aviator, fell from his aeroplane at Hohn, and succumbed to his injuries. He was killed. He was killed. He was killed.

THE WOOL SALES.
LONDON, Sept. 29.—At the wool sales this afternoon there was a good sale at full opening prices.
Prices of the clips were:—St. Helena 12 1/2, 13 1/2, 14 1/2, 15 1/2, 16 1/2, 17 1/2, 18 1/2, 19 1/2, 20 1/2, 21 1/2, 22 1/2, 23 1/2, 24 1/2, 25 1/2, 26 1/2, 27 1/2, 28 1/2, 29 1/2, 30 1/2, 31 1/2, 32 1/2, 33 1/2, 34 1/2, 35 1/2, 36 1/2, 37 1/2, 38 1/2, 39 1/2, 40 1/2, 41 1/2, 42 1/2, 43 1/2, 44 1/2, 45 1/2, 46 1/2, 47 1/2, 48 1/2, 49 1/2, 50 1/2, 51 1/2, 52 1/2, 53 1/2, 54 1/2, 55 1/2, 56 1/2, 57 1/2, 58 1/2, 59 1/2, 60 1/2, 61 1/2, 62 1/2, 63 1/2, 64 1/2, 65 1/2, 66 1/2, 67 1/2, 68 1/2, 69 1/2, 70 1/2, 71 1/2, 72 1/2, 73 1/2, 74 1/2, 75 1/2, 76 1/2, 77 1/2, 78 1/2, 79 1/2, 80 1/2, 81 1/2, 82 1/2, 83 1/2, 84 1/2, 85 1/2, 86 1/2, 87 1/2, 88 1/2, 89 1/2, 90 1/2, 91 1/2, 92 1/2, 93 1/2, 94 1/2, 95 1/2, 96 1/2, 97 1/2, 98 1/2, 99 1/2, 100 1/2, 101 1/2, 102 1/2, 103 1/2, 104 1/2, 105 1/2, 106 1/2, 107 1/2, 108 1/2, 109 1/2, 110 1/2, 111 1/2, 112 1/2, 113 1/2, 114 1/2, 115 1/2, 116 1/2, 117 1/2, 118 1/2, 119 1/2, 120 1/2, 121 1/2, 122 1/2, 123 1/2, 124 1/2, 125 1/2, 126 1/2, 127 1/2, 128 1/2, 129 1/2, 130 1/2, 131 1/2, 132 1/2, 133 1/2, 134 1/2, 135 1/2, 136 1/2, 137 1/2, 138 1/2, 139 1/2, 140 1/2, 141 1/2, 142 1/2, 143 1/2, 144 1/2, 145 1/2, 146 1/2, 147 1/2, 148 1/2, 149 1/2, 150 1/2, 151 1/2, 152 1/2, 153 1/2, 154 1/2, 155 1/2, 156 1/2, 157 1/2, 158 1/2, 159 1/2, 160 1/2, 161 1/2, 162 1/2, 163 1/2, 164 1/2, 165 1/2, 166 1/2, 167 1/2, 168 1/2, 169 1/2, 170 1/2, 171 1/2, 172 1/2, 173 1/2, 174 1/2, 175 1/2, 176 1/2, 177 1/2, 178 1/2, 179 1/2, 180 1/2, 181 1/2, 182 1/2, 183 1/2, 184 1/2, 185 1/2, 18

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